### RAILROADS.

STATION CORNER OF SIXTH AND B STREETS. 7:50 A. M. daily. PITTSBURGH EXPRESS AND CHICAGO SPECIAL.-Parlor and Dining Cars on Chicago Special Harrisburg to Pittsburgh. Con nects for Chicago, Cincinnati, Indianapolis, Louisville, and St. Louis. Buffet Broiler Parlor Car to

10:50 A. M. dally. MAIN LINE EXPRESS .- Pullman Buffet Parlor Car to Harrisburg. Buffet Parfor Car Harrisburg to Pittsburgh.

12:01 P.M. daily. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping, Dining, Smoking, and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo, and Detroit. Buffet Parlor Car to Harrisburg.

12:01 P. M. daily. ST. LOUIS LIMITED .- Sleeping, Dining, Smoking, and Observation Cars from Harrisburg. For Cincinnati, Indianapolis, Louis ville, and St. Louis. Buffet Parlor Car to Harris-

3:40 P. M. daily. THE PENNSYLVANIA SPECIAL (18 HOURS TO CHICAGO) .- Pullman Sleeping. Dining, Smoking, and Observation Cars from Harrisburg for Chicago. Sleeping Car to Harrisburg. 3:40 P. M. daily, CHICAGO AND ST. LOUIS EX-PRESS. Sleeping Cars Washington to St. Louis. Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis, and Nashville (via Cincin nati and Louisville). Sleeping Car to Harrisburg 5:40 P. M. dally. CHICAGO LIMITED.-Sleeping Car Washington to Chicago. Cafe Car Baltimore to Harrisburg. Sleeping, Smoking, Dining, and Observation Cars from Harrisburg. For Chicago

7:15 P. M. daily. ST. LOUIS EXPRESS .- Pullman Sleeping Car Harrisburg to St. Louis and Cincin 7:45 P. M. daily. WESTERN EXPRESS.-Pullman

Sleeping Car to Pittsburgh and Chiengo. Dining Car to Chicago. 7:45 P. M. daily, CLEVELAND AND CINCINNATI EXPRESS .- Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and

Cincinnati, Dining Car. 10:40 P. M. dally. PACIFIC EXPRESS .- Pullman Sleeping Car to Pittsburgh. Connects for Toledo. 7:50 A. M. daily. BUFFALO DAY EXPRESS with through Buffet Parlor Car and Coaches to

diuffalo, via Emportum Junction. 7:50 A. M. for Erie daily, Canandaigua, Rochester and Niagara Falls daily, except Sunday.

10:50 A. M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:40 P. M. 7:15 P. M. dally. BUFFALO NIGHT EXPRESS, with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

7:45 P. M. daily for Eric, Rochester, Buffalo, and Niagara Falls, with Sleeping Car Washington to Rochester. 10:40 P. M. daily for Erie, Canandaigua, Rochester

Buffalo, and Niaraga Falls. FOR PHILADELPHIA, NEW YORK AND THE EAST. 4:00 P. M. "CONGRESSIONAL LIMITED," for

New York only, daily, all Parlor Cars, Dining Express, 6:55, 8:50, \*10:00 (New York only), and \*11:00 A. M., \*12:35, 3:15, \*4:45, 6:50, 10:00

P. M., 12:30 night. On Sundays, \*8:50, \*11:00 A. M., 12:01, \*3:15, \*4:45, 6:50, and 10:00 P. M., 12:30 night. For Philadelphia only, Express, 7:40, 10:00 A. M., 12:01 P. M. week-days, 2:00, 4:00, \*5:35, and

5:40 P. M. daily; 6:55 A. M. Sundays, For Boston without change, 7:40 A. M. week-days and 5:35 P. M. daily.

SEASHORE CONNECTIONS, FOR ATLANTIC CITY.

ATLANTIC CITY SPECIAL." Through Pullman Buffet Parlor Cars, via Delawere Bridge Route, 1:10 P. M. week-days.

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only), 10:00 and 11:00 A. M., 12:30 P. M. weekdays, 12:30 night, daily. 12.01 P. M., Sundays

For Cape May, 10:00 A. M., 12:01 and 12:35 P. M week-days, 12:30 night, daily.

For Asbury Park, Ocean Grove, and Long Branch, 8:50, 11:00 A. M., 12:35 P. M. and 12:30 night, week-days. For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50,

10:00, 10:50, 11:00 A. M., 12:01, 12:35, 1:10, 1:15. 2:00, 3:15, 3:40, 4:00 (4:00 Limited), 4:20, 4:45, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P. M., and 12:30 night week-days. On M., 12:01, 1:15, 2:00, 3:15, 3:40, 4:00 (4:00 Limited), 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:18, 7:45 10:00, 10:40 P. M., and 12:30 night.

For Annapolis, 7:40, 8:50 A. M., 12:35, 3:40, and 5:40 P. M. week-days, Sundays, 8:50 A. M., 5:40 For Pope's Creek Line, 7:50 A. M. and 4:48 P. M.

week-days; 9:05 A. M. Sundays. Ticket offices, corner Fifteenth and G Streets, and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences. Telephone call "Main 1640" for Pennsylvania

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19.00 a.m. Diner and Pullman Parlor Car,
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11.00 p.m. Diner and Pullman Parlor Car,
23.00 p.m. "Royal Limited," All Pullman,
14.00 p.m. Coaches to Philadelphia,
55.00 p.m. Coaches to Philadelphia.

\*8.00 p.m. Coaches to Philadelphia.

\*8.00 p.m. Coaches to Philadelphia.

\*8.00 p.m. Coaches to Philadelphia. \*8.00 p.m. Coaches to Philadelphia.
\*8.00 p.m. Coaches to Philadelphia.
\*11.30 p.m. Sleepers.
\*2.57 a.m. Sleepers.
Atlantic City †7.00, †3.70, †11.00 a.m., †1.00,

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Sundays: 2.57, 7.00, 7.20, 8.30, 9.00, 10.00, 11.00 a.m., 1.00, 11.35 p.m.

WESTWARD.

CHICAGO & NORTHWEST, 11.00a.m., 5.30p.m.

CINCINNATI, ST. LOUIS and LOUISVILLE, 10.05 a.m., 4.05 p.m., \*12.45 night.

PITTSBURG, \*11.00 a.m., \*9.15 p.m., and \*12.40 right.

PITTSBURG. \*11.00 a.m., \*9.15 p.m., and \*12.40 right.
CLEVELAND. \*9.15 p.m.
COLUMBUS. \*5.30 p.m.
WHEELING. \*10.05 a.m., \*5.30 p.m.
WINCHESTER. †8.35 a.m., †4.05, †5.00 p.m.
ANNAPOLIS, week days, 8.00, 8.30 a.m., 12.05 room, 4.00, 6.00 p.m. Sundays, 8.35 a.m., 5.30 and 10.00 p.m.
LURAY and ELKTON, \*4.05 p.m., through parlor car. FREDERICK, #8.35, \$9.15, \$10.05, #11.00 a.m. \$1.15, \$4.05, \$5.35 p.m.

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BOYD and way points, \$8.35, \$9.15 a.m., \$1.15, \$1.50, \$5.35, \$10.15, \$11.30 p.m.

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WASHINGTON JUNCTION & way points, 18.35, 10.15, 111.30 p.m.
WASHINGTON JUNCTION & way points, 18.35, 10.15 a.m., 41.15, 15.00, 15.30 p.m.
Daily, 7 Except Sunday, 8 Sunday only.
Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania ave. n.w., New York ave. and 15th st., and at station.
S. B. HEGE. District Passenger Agent.

# Chesapeake

RAILROADS.

Trains leave from Pennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savarnah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First-class coaches and drawing room sleeper to New Orleans. Dining car service.

4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. Daily. Local for Warrenton and Charlottesville. ottesville.

7:30 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga., via Atlanta, Sunset tourist, sleeper Washington to San Francisco Mondaya, Wednesdays and Friesday.

9:50 p.m. Daily. New York and Florida Express. First-class coaches and sleepers to Columbia, Savannah and Jacksouville. Sleeper to Augusta and Port Tampa. Dining car service a la carte.

rarte.

10:00 p.m. Daily. New York and Memphis Lim-ited (via Lynchburg). First-class coach and sleep-ing car to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car

service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Puliman train club and observation cars to Atlanta and Macon; sleepers to Nashrille, Atlanta, Macon, Memphis, New Orleans.

TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:30 p.m., 4:15 p.m., 6:28 p.m. week days, for Bluemont; 4:45 p.m., 6:28 p.m. week days for Leesburg only. Sunday trains leave Washington 9:01 a.m., 9:10 a.m., 6:28 p.m. for Bluemont. Saturdays only for Bluemont, 11:30 m.

m.

Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 9:40 a.m., 9:50 a.m., 3:00 p.m., 9:30 p.m. and 9:50 p.m. daily. Local trains from Harrisonburg 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville, 8:25 a.m. and 9:20 p.m. daily.

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 5:11 Pennsylvania avenue and Pennsylvania Station. Baggage checked through from hotels and residences.

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For Petersburg, Raleigh, Wilmington, Columbia,
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16:50 A.M. DAILY-Seaboard Mail-Through
Pullman Sleeper to Jacksonville, Fla., connecting
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6:25 P.M. DAILY—Seaboard Express—Solid train to Jacksonville and Tampa, with through Pullman Sleepers. Also sleeper to Atlanta on this train, Cafe Dining Car.

## ATLANTIC COAST [ INE.

Effective June 2, 1905.
4:30 a.m. daily—Sleeping Cars New York to Jacksonville, Fla. Jacksonville, Fla.

3:45 p.m. daily—Sleeping Cars New York to Port
Tampa, Fla., via Jacksonville; New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Connects at
Petersburg for Norfolk via N. & W. DINING CAR
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A. L. REED. District Passenger Agent, Washington, D. C. W. J. CRAIG, H. M. EMERSON, Gen. Pas. Agt.

Chesapeake & Ohio Ry.

Schedule effective June 4, 1905.
Trains leave Pennsylvania Station.

D. p.m. Daily--CHICAGO AND ST. LOUIS SPECIAL.

Car train to Cincinnati. Reaches Cincinnatia 8:00 a.m., Louisville 11:00 a.m., St. Louis 6:30 p.m., Chicago 5:30 p.m. Pullman service to Louisville, Cincinnati, Indianapolis, Chicago and St. Louis. Connection for Virginia Hot Springs. Dining car from Washington; meals a la carte. a la carte.

11:10 p.m. Dally—F. F. V. LIMITED. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Fullman sleepers to Cincinnati, Lexington and Louisville without change. Compartment sleeper to Virginia Hot Springs daily except Sunday. Sleepers Cincinnati to Chicago and St. Louis. Dining car serving means a in

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Reservation and tickets at Chesapeake and Ohio effice, 513 Pennsylvania avenue; 609 Fourteenth atreet, near F, and at the station. Telephone call 1640 for l'ennsylvania B. R. Cab Service.

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TO MEDITERRANEAN AZORES. THE MEDITI-ERRANCAN AZORES.

ROMANIC. July 27, Sept. 28, Nov. 4

CRETIC. July 27, Sept. 28, Nov. 4

CANOPIC. June 24, Aug. 5, Sept. 16

ROMANIC. Oct. 7, Nov. 18

WASHINGTON OFFICE. 1306 F ST. N.W.
DAVID LINDSAY, Passenger Agent.

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Hamburg-American Line. Plymouth—Cherbourg—Hamburg.

Hamburg. June 29 † Deutschiand. July 20 †Pretoria. July 1 †Pennsylvania. July 22 † Biuccher. July 6 †Rhactia. July 29 †Waldersee. July 8 † Bluccher. Aug. 3 †Grill Room. \*Gymnasium on board. †Via Dover for London and Paris to Hamburg. New York-Naples-Genoa. PRINZ OSKAR ....... June 27, Aug. 15, Oct. 10
PRINZ ADALBERT .... July 18, Sept. 12, Oct. 81
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York; ARTHUR AHERN, Secretary, Quebec, Canada; DAVID LINDSAY, 1306 F st, n.w., Washington, D. C.; GEO. W. MOSS, 1411 G st, n.w., Washington, D. C. my9-tu,th,Sa,27t,20

FRENCH LINE,

COMPAGNIE GENERALE TRANSATLANTIQUE,

Birect Line to Havre — Paris (France),

Sailing every Thursday at 10 a.m.

From Pier No. 42. North River, foot Morton st., N.Y.,

\*La Lorraine... June 29 La Bretagne... July 20

La Gascogne... July 6 \*La Lorraine... July 27

\*La Savoie... July 13 \*La Tourraine... Aug. 3

\*Twin-screw steamers.

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NORTH GERMAN LLOYD Fast Express Service.

Fast Express Service.

PLYMOUTH—CHERBOURG—BREMEN.

Kronpr'z. June 27. 11 am Kalser... Aug. 8, 10 am K.Wm.II. July 11, 11 am K.Onpr'z. Aug. 15, 6 am K.Wm.II. July 11, 11 am K.Onpr'iz. Aug. 29, 2 pm Kronpr'z. Aug. 1, 6 am Kalser... Sepf. 5, 10 am Twin-Screw Passenger Service.

PLYMOUTH—CHERBOURG—BREMEN.

Alice... June 29, 10 am Kurfuerst July 25, 10 am Bremen. July 6, 10 am Bremen. Aug. 10, 10 am Bremen. July 13, 10 am Bremen. Aug. 10, 10 am Friedrich. July 18, 10 am Bremen. Aug. 10, 10 am Friedrich. July 18, 10 am Bremen. Aug. 17, 10 am

STEAMSHIPS.

DEOPLE'S LINE

New York—Albany. Hudson River by Searchlight. Stenmers "C. W. MORSE," odd dates, June and July, and ADIRONDACK, leave Pier No. 32, N. B., fort of Canal Street, 6 P.M., and West 129th Street 6:30 P.M. week days and Sundays. Direct connection at Albany with express trains for Saratoga, Lake George, Lake Champiain, Adirondack Mountains, Thousand Islands, Niagara Falls, Sharon Springs and all Northern and Kastern summer resorts. Orchestra on steamers. Automobiles carried. Time-table and excursion book free. "Beautiful Hudson by Searchlight." 10c. my29-30t.21

POTOMAC RIVER BOATS.

MARYLAND, DELAWARE AND VIRGINIA RY. CO. Potomac River Boute. Spring Schedule.
On and after March 9 the steamers Anne Arundel and Northumberland will leave 7th st. wharf every Sunday, Tuesday and Thursday at 4 p.m. for Baitimore and river landings. Returning leave Baltimore, pier No. 9, Light st., every Tuesday, Thursday and Saturday at 5 p.m., arriving in Washington early Monday, Thursday and Saturday mornings.

All river freight must be prepaid. Baltimore freight solicited. Accommodations for passengers strictly first class.

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E. S. RANDALL POTOMAC RIVER LINE.
Str. HARRY RANDALL, Mondays and Wednesdays at 4:00 p.m. and Saturday at 7 a.m. for Colonial Beach, Colton's, Bushwood, Rock Point, Curriomen, Nomini and intermediate landings on river. On Monday's trip, landings in Lower Machodoc are made in addition to regular schedule.

Str. WAKEFIELD, Tuesdays, Thursdays and Sunday at 7 a.m. for landings to Colonial Beach and Wirt's wharf. and wirt's wharf.

Str. for GLYMONT and intermediate landings at

a.m. daily, except Sunday. Returning about 4

p.m.

## ESTATE GOSSIP

Erection of Houses in the Suburbs.

BUILDING LOTS

DEMAND FOR BRICKS AWAY AHEAD OF THE SUPPLY.

Activity in Putting Up Houses and Apartments Makes the Season an Unusual One.

It is stated that an effort is being made to interest the property owners about the plaza formed by the intersection of New Hampshire avenue and 18th street and R street to contribute to a fund that will insure the making of the triangular square known as the Hooe Square a public reservation. The plan is to induce the property owners in the vicinity, whose holdings would presumably be benefited by having a park there instead of an apartment house, or even one large house, to contribute money toward the purchase of the ground. It is believed that a proposition could be made to Congress to have this square selected as the location for the proposed monument to McKinley. The contributions from private sources for the purchase of the ground, supplemented by an

appropriation from Congress, would then be used to secure the property.

On the R street front of this square are the residences of Thomas Nelson Page and W. S. Teel, while on the northeast corner of 18th and R streets a large residence is being built for Mr. McKim. Around the corner from Mr. Page's residence, on New Hampshire avenue, is a site which has been purchased by Mr. Justice Anderson, and where, it is stated, he intends to build a home. On the opposite side of the avenue Mrs. Candee has a good location, which she intends to

On this block are the residences of Mrs. D. S. Hendricks and Mrs. Sampson. On the next block to the south are to be found the homes of Representative Dalzell and of Mrs. Van Dyke. On the west side are the homes of Col. Bromwell and Mr. W. H. Hibbs, while a residence for Mrs. Huide-koper is being completed at the northwest corner of 18th and Corcoran streets, and on the opposite side a house for Mrs. John

Building in the Suburbs. In addition to the building activity within what is regarded as the limits of the city proper, although under conditions here the boundaries of the city and of the District are the same, there is a good deal being done toward erecting homes in the suburbs. It is found by those who have lots to sell that there is a good market for them, especially if there is any hope held out to chance to get the money to build. As a rule the man who sells the lot also sees that the necessary funds are obtained to put up the house, although there are those who buy vacant ground without any notion of improving it. They evidently hold it for the satisfaction of feeling that they have some small portion of the earth's surface which

they can call their own.

In the vicinity of Chevy Chase there has been considerable activity both in the sals of lots and the erection of houses. In the been several houses put up this year and others are in course of erection. As nearly all the land along Connecticut avenue exto the lake, belongs to the land company that controls that subdivision, the activity is naturally largely confined to the opera-

A Rapid Sale of Lots.

Some portions of the land, however, do not come within the scope of its purchases, and in those cases the work of improvement has fallen into other hands. A tract of land on the east side of Connecticut avenue just north of the inn forms now the subdivision of Otterbourne, where there are some fifteen houses.

To the south and on the same side of Con-

necticut avenue, between the inn and the Chevy Chase Club house, is a tract of some twenty-three acres which was bought about this time last year by H. M. Martin & Co., real estate brokers. Mr. Martin at cace made a subdivision of the property and found such an excellent market for it that by the end of last month he had sold all the lots. Houses have been built there and already quite a community has sprung up.

Some New Homes. Among those who have built houses there are Maj. J. B. Burke, Alfred L. Robinson, W. M. Imley, Norris M. Shafer and H. M. Martin. Lots have been bought and arrangements are being made by the follow-

ing to build homes there: Wallace B. Allen,

William L. Webb, Mrs. Grace T. Clayton, Frank W. Hollingshead and William H. T. Fowle. Encouraged by the state of the market, Encouraged by the state of the market, Mr. Martin has concluded the purchase of thirty-five acres of land to the south of his present subdivision. It adjoins the Chevy Chase subdivision on the north and lies on the Brookville road. It is his intention to divide the property into building lots of fifty feet front each and place them on the market at prices ranging from three to seven cents per square foot. The property he has just sold went for from two to five cents per square foot.

Big Demand for Brick.

For the first time in years the brick makers are face to face with the situation of having actually more orders than they can fill. Such has been the demand for their product this season that all the brick they had on hand, and which is looked upon as

will be entered upon without the usual sur-plus stock to draw from. Making Money Now.

The conditions are without a precedent in the history of the brick plants in this District, or at least as far as the memory goes of those who are engaged in the business. It was more or less a surprise to all that the market this year developed the way it has. market this year developed the way it has. For several seasons past, owing to one cause or another, the brick makers have not been very much pleased with the financial result of their business. Now, however, they are selling all the brick they can make and are getting good prices, and they begin to feel that the good season is in a measure a compensation for the bad seasons that have gone before.

It is natural to suppose the demand for brick comes mainly from the extensive building enterprises that are now going on under the direction of the government. This,

under the direction of the government. This, however, is not the case, as the several public buildings that are now in process of be-ing put up here have not as yet reached the stage when the use of brick has been begun. In these large undertakings the pro-liminary work requires time, and so there is quite an interval after the operations begin before the erection of the walls is started and the use of brick is required. The public works now under way in this city are exactly in that condition, so that the demand upon the brick market cannot be attributed to that source.

Not on Public Work. The erection of houses and apartment houses and business places is what is taking all the brick that now is being used, and it is not surprising to know that the present year is going to stand at the head in this respect for at least the past decade. An effort has been made to relieve the sitprojected work could be pushed ahead by getting brick from other places. Frederick and Buckeystown, Maryland, have been drawn upon to a large extent.

Certainly seldom before, in the recent history of the city, at any rate, has it been necessary to go outside for brick because there was none to be had on the local market. No doubt Baltimore would be drawn

ket. No doubt Baltimore would be drawn upon also, but the bricks made there are smaller than those used in this city and they are not looked upon as available.

It is expected that the consumption of brick this year will exceed that of any previous year. The biggest record thus far vious year. The biggest record thus far in one year is when the brick used ran up to more than 100,000,000. It seems to be thought that the output this year will far

A Large Residence.

On account of its location, commanding a wide sweep of Connecticut avenue, the residence of Mr. R. Dickinson Jewett, at Connecticut avenue and Florida avenue, attracts a good deal of attention. Its merits as an addition to the homes of the city are not overlooked, for while it is a large house and would probably take good rank among residences of this class, yet it is essentially as a home that the design of the architects. Messrs. Marsh & Peter, has been carried

It is expected that the work of completion has now made such progress that the house will be ready for its occupants early this fall. Like the exterior, the interior will be spacious and will not suggest that of the usual city home which is confined to the space of a small lot.

With openings on the three streets and on

the garden on the south, there is an abundance of light and air. The wide entrance is in the center of the S street front and leads into a large hall. Against the south wall is the staircase, while a few steps be-low the level of the main floor is a door eading into the garden

A Bowling Alley. At one end of the length of the hall is the parlor, which extends the entire depth of the house, while at the other extreme is the dining room, which also has the entire depth and width of the house. The ceilings with the open woodwork and the walls paneled in mahogany give a richness to the spacious room that is very attractive. There is a recess or nook in the hall which can be used as a sitting room, while on the right of the main entrance at the foot of the inside steps which lead into the hall is a small reception room.

Downstairs, in the basement, is a large den or billiard room, and opening from it is a bowling alley which is the regulation length and runs almost the entire extent of the front of the house. The space occupied by this rather unusual addition to a private house is taken off from the furnace room and the kitchen and the other domestic apartments which occupy the remainder of the floor. Another feature which is ant to commend itself to housekeepers is that th coils of the heating pipes in the rooms are concealed from view in the walls.

A FAMOUS PEERESS.

Something About the Duchess of Abercorn, Who Died Recently. From the Philadelphia Ledger.

The body of the late Dowager Duchess of Abercorn was buried, according to the duchess' expressed wish, in a grave adjoining that of her brother, Lord Wriothesley Russell, who died twenty years ago, in a small cemetery close to Chenies Church. prospective purchasers that there will be a Among the wreaths sent to the grave was one of orchids and lilies from Queen Alexandra. The late duchess could remember George III. For years she had given an annual fancy dress dinner at her Sussex home, Coates Castle, and it took place last Christmas, as usual. Considerable time was spent by her in Ireland, where her father, the Duke of Bedford, acted once as lord lieutenant, and twice she occupied the Viceregal Lodge, her husband, the first Duke of Abercorn, being lord lieutenant twice.

One of the duchess' favorite ernaments was a gold chain, to which were attached no less than fourteen lockets, each containing a picture of one of her fourteen children. She was seldom seen without this necklace, and the origin of the ornament is interesting. Her first child was born when her husband was Marquis of Abercorn, and on asking her what ornament she wished to have to commemorate the event she ex-pressed a wish for a locket containing the sented her with a similar locket with a picture of each child. All of the dowager duchess' children and their children's chil-dren were devoted to her. She was almost invariably present at every wedding in the family. The last one, that of Lord and family. The last one, that of Lord Lady Kerry, took place in February of last year. Her favorite wedding present to her grandchildren on their marriages was a bracelet to the bride, inscribed in dia-monds with the word "Grannie."

Elimination of the Horse.

From Harper's Weekly. One of the most striking suggestions for the amelioration of traffic conditions in overcrowded city streets is to restrict certain highways, such as Broadway, New York, to motor vehicles. There would be an important saving in space, as the elimination of the horses would permit at least half as many more vehicles to occupy the streets, whether in motion or when drawn up at the curb ready for loading or unloading. Furthermore, it is a fact that motor vehicles, and especially those for freight, can be run at much greater speed than trucks drawn by horses, while their control is a far simpler matter. Then there is also the fact that a single motor-truck can be constructed of larger dimensions then any constructed of larger dimensions than any horse-drawn truck. Such a plan has been seriously considered by engineers interested in municipal development, and there are many points to recommend it, such as the decrease of wear on streets due to narrow iron-tired wheels, the absence of dirt, and, possibly, less noise.

Prehistoric Days. Senator Lodge, in the Reader Magazine.

A little more than thirty years ago a boy could enter Harvard College and after four years graduate with the highest honors without knowing of the existence of the Declaration of Independence or when the Constitution of the United States was

at the Dinner Tables.

FOND OF THE RAZZLE

INTERESTING SCENES AND INCI-DENTS IN THE RESTAURANTS.

Snatches of Gossip Indulged in by the Diners-Brief Stories of Some of the Notables.

Special Correspondence of The Star.

PARIS, June 10, 1905. This time last year-at the height of the Paris season-an American family arrived at the Place Vendome unknown; but within three days they had a whole floor of the hotel, servants, carriages, saddle horses, automobiles. They spent royally. One evening it entered their heads to take a box for a Varieties first night. Telephoning, it was learned there were no boxes left. The personnel was sent running to the agencies. One by one they returned without result. Then the American millionaire's private secretary took the matter up. Paying for an entrance to the gay little theater he surveyed the boxes and located his party. He knocked at the box door and introduced himself. He offered the occupants 1,000 francs to quit their places. They were mid-dle-class provincials and they jumped at the chance, and within ten minutes the American family was installed. It was neat, and the family got credit

for it in the Place Vendome; but note what followed. On the night preceding the Grand Prix the Pavillon d'Armenonville in the Bois was crowded with a brilliant assemblage. As usual, the American family made up its mind at the last moment and

came running.

There was not a table to be had. "Not for big money?" asked the private secretary, tipping the maitre d'hotel heavily. "Go to the most likely party—young men about town—and offer them 1,000 francs to code their table." cede their table.

Could Not Buy a Table.

The story ought to end with the triun:phant seating of the family again; but as a matter of fact the maitre d'hotel returned to the private secretary almost ill with disappointment. "There is not one to whom I could make the offer with hope of success," he reported. Why offer \$200 to Boni de Castellane, the Marquis de Dion, the Duc de Morny, Comte Robert de Mon-tesquiou, Santos-Dumont, Gen. Dulac, Marcel Fouquier or William Dannat? This shows the kind of men in Paris who willingly quit their homes to dine in lively woodland restaurants beside fairy lamps

Young men about town were not dining each other; they were dining ladies in pic-ture hats, and it is not certain that some were not being dined by the picture hats.

This is why the Bois establishments are considered so amusing, they are gaily mix-There is, of course, another reason the swell set dines at Armenonvillethat villa restaurant hidden among the trees of the park—it is close to the Cercle de Bois de Boulogne, where there is danc-ing Monday nights and theatricals Thurs-day nights. But it is also pleasing to dine out here in the woods, among the pink mar-ble pillars hung with electric lights concealed in garlands of paper roses, with Rigo back to lead the tsardas and strain out the berceuse. "Poor fellow!" the picture hats sign plously. "Poor fellow? Why his troubles are now over!" replied the Marquis de Dion. "It was here that Clara Ward first heard his music," murmured and a good business woman, who has had a second picture hat. Clara Ward, accompanied by her new husband, has run over from London to buy clothes, and at all the tables the conversation touches on

Some of the Diners.

The Marquise de Dion was not present; indeed, not everybody knows that she spoke. exists. Neither was the Comtesse de Castellane present. Of picture hats there were three. Suzanne de Behr is having a twenty-horse power four-cylinder De Dion automobile built expressly for her. Blanche Duparc has a new three-row pearl collar. Seated beside her was a lovely newcomer. From Clara Ward and her street car conductor, the Marquis de Dion turned the conversation to automobile chauffeurs. "Why do you tolerate yours wearing his mustache?" he demanded of Boni de Castellane. "I'll have none but a clean-shaven

chauffeur. He is sure to be polite, prudent and devoted. As for all the others, they are worthless." Then he launched into the description of an automobile accident. Do you remem-ber, in "The Visits of Elizabeth" how the ber, in "The Visits of Elizabeth" how the English girl was surprised at the free table manners of certain high-priced Frenchmen? De Dion is surely high placed. He explains clearly. He represents houses and trees by bits of bread, strings, spoons and trees by bits of bread, strings, spoons and forks across the table to indicate the road, and ended by upsetting a glass of wine with his sleeve, and all with such animation that Boni could not get in a word.

Across the room there was a young Parisian who would not do that. I refer to Andre de Fouquieres, who is in reality what Boni de Castellane has never arrived at being, a universally admired Parisian mold of fashion. You understand, he is an attraction. Were he not rich, a member of the Agricule the world to the contraction. ber of the Agricole, the swellest of all Paris clubs, where they run baccarat with-out a limit, he might easily find his plate set gratis with a golden louis (\$4) in his napkin, as used to happen to the old Prince de Sagan at Maxim's.

A Parisian Mold of Fashion.

In order to be very Parisian you must at least be in a position to converse about this Parisian of the Parisians. The papers know it. Last week the "Femina," copied on the Ladies' Home Journal, published a colored half tone supplement plate showing how a man should shake hands with a lady, kiss her hand, bow and so on. It was Andre de Fouquieres who posed for the photographs.

He is everywhere, at all the weddings, all

the funerals. He leads cotillions superbly. In its summer season Dinard could not get In its summer season Dinard could not get on without him. He lives with his mother in the Boulevard Haussmann, and has a chateau at St. Pol near Calais.

Look at the Duchesse de Morny and the Vicomtesse Leon de Janze. Henri Martel, the brandy man, is dining with them, or, rather they with him. She is the daughter of the late Guzman Blanco, and has a very white skin in spite of her southern origin. They have ordered salmon trout and green sauce for the simple reason that it harsauce for the simple reason that it harmonizes with their costumes. The Princesse
de Hohenlohe, with her short curly black
hair under a hat with great black plumes,
is almost all in black. I repeat, almost
all. She is eating lobster a l'Americaine,
a dish that makes a color-splash of carnation in her corner, and the lady in emerald green at the next table is almost to ald green at the next table is almost in tears about it. Look at the two lovely young blondes with the princesse. They are very much decollete and all in white. "Who are they?" whispers every one. "Friends of the princess!" replies every one discreetly. They look like lovely dolls. See, the princess is making them drink champagne.

The Two Worlds Meet Here. Here, as at the Cafe de Paris, the two

worlds meet, ladies of society finding it amusing to rub elbows with the actresses and others. There is Anna Held. Americans in Paris are almost tired of hearing that she has become an American. The other sumptuous blonde is Suzanne Derval. You can buy her photograph also. At Max-Beach Railway.

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Sundays and Holidays:

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Sundays and Holidays:

Trains leave, going—0:25, 11 a.m., 2:30, 4. 745 and 9:45 p.m.

Sundays and Holidays:

Trains leave, going—0:25, 11 a.m., 2:30, 6. 8 and 10 s.m.

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SEEN IN PARIS CAFES

over some little sheep-eyed Roumanian. Are not those perfumes strong? Liane is soaked with "The Handkerchief of Monsteur," Jane is redoient of "Vera Novo" and Verena is up to date with "The Garden of My Cure." If you ever get into their corner at Maxim's you will risk suffocating.

Had the Americans paid 1,000 francs for their table they ought to have had a mighty fine dinner included with it. Stories of price in these eatablishments are very much exaggerated in the telling. It is true that

prices in these entablishments are very much exaggerated in the telling. It is true that the prices are not marked in plain figures. The pretext is that with such high-class material, with fruits and vegetables out of season, the market price must vary daily. For example, stray melons are costing \$3 apiece in the big markets. Served au Porto they will surely cost more here. There are certain nectarine peaches, very luscious, very big, very beautiful, that will be counted \$1 apiece. There are Chateau wines of Bourdeaux and Burgundy of certain years that cost \$25 per bottle. Table decoration can run high in winter, when 20 cents apiece has been paid for lily of the valley stems; but at present flowers are cheaper.

In a word, you can be sure that these swell people are not averaging over \$20 apiece for their dinners, all told, even with invited parties included. I doubt if Santos-Dumont, who dines nightly at these establishments or at the Ritz, averages more than \$5 or \$6 for his whole repast. Nor Andre de Fouquieres, nor Bertrand, nor Hennessy, the other brandy man. I have seen Count Robert de Montesquiou dining with his friend Yturri at the "Sport," in the Porte Maillot on a slice of cold roast beef surrounded by Russian salad, with a strawberry tart and whipped cream to follow, the only expense being a bottle of the old "La Rose" Bordeaux which the proprietor, Watrin, had from Joseph when he was selling out before he died.

It is certainly a Paris tendency-to quit

Boni's brother, Jean de Castellane, lives Boni's brother, Jean de Castellane, lives in a palace less talked of, but, on the whole, in better taste. By his wife, the lovely young widow of the late German Prince Furstenburg, he rolls in money. She was Jean de Castellane's first cousin, the youthful half-sister of the famous old Prince de Sagan, and romance has it that the cousins always had a tender offsetion for each other. When Deder affection for each other. When De prince, who, a few years ago, after com-ing into a great fortune, went soft in the head, retired from Paris, and continues to

him "interdicted," i.e., declared incompetent to handle his money. Now, there are two special words which Frenchmen use to insult ladies—"cow" (vache) and "camel" (chameau). So, every time he saw his wife the old prince called out "vache" with vehemence. It came to be a habit with him. Apart from this he seldom

An Interesting Incident.

As the family kept the old prince pretty well secluded this amiable specialty remained unknown to the world; but a time came when the old prince's presence was absolutely required at a very large family council-it was to discuss the separation of his son, the Duc de Valency, from the daughter of Levi P. Morton, and they said: "What shall we do? The old prince will call his wife 'vache' the moment she ap-

pears. Then Jean de Castellane had an idea.

in, blubbering and hiccoughing and scolding no one knew what. Jean de Castellane stood ready by the window. His old valet pushed the old prince toward the window, and at the same moment the old prince caught a first glimpse of his hated spouse. What every one had foreseen was about to happen. Lifting his old head, his old face screwed up with malignant hate, the old prince straightened himself, took a good breath, and, looking straight at his wife, shouted—

AN AMERICAN IN PARIS.

HELPING SANTO DOMINGO. Secretary Taft Explains Policy of Ad-

ealment or evasion in the discussion of the affairs of the government. In a recent conversation he undertook to correct a general misapprehension in regard to the policy of the administration toward Santo Domingo. "We are just now engaged," said he "in lending a helping hand to the republic of Santo Domingo. That republic has contracted a large amount of debt which it will not

act as a receiver of the income of the isl-and, to turn over enough funds to run the government, or 45 per cent of the total income, and then to disburse the remaining 55 per cent as the rights of creditors should appear. Provisions of this tenor are con-tained in the treaty presented to the Senate tained in the treaty presented to the Senate for confirmation. Discussion in the Senate prevented confirmation at the last term, and now the question stands open for decision during the next session of the Senate.

"In the meantime, in order to preserve the status quo at the time the treaty was made, President Morales has invited President Recognition to him." dent Roosevelt to nominate to him Ameri-cans whom he might safely put in charge of the customs houses, and to name an American bank in which the surplus revenues might be safely deposited to await the action of the Senate, and then to be

Not Very Expensive Repasts.

The Comte de Montesquiou has his own The Comite de Montesquiou has his own magnificent villa in the Boulevard Maillot at Neuilly, within a stone's throw from the Pavillon d'Armenonville. It is he who recently visited America, the author of "The Chief of Suave Odors" and "The Blue Hortensias." His specialty is artistic exaltation and the worsely of the survey of the commendation of the worsely of the survey of the and the worship of form; but any one would be glad to live in that vast eighteenth cen-tury villa which he has named "The Pavil-lon des Muses." Its rooms are paneled with magnificent Louis XIV wood carvings of the enoch. The whole placed the epoch. The whole place is a museum. Certain rooms contain wonderful Japanese collections. In others the furniture, hangngs and carpets are real Empire. Everywhere there are historical and family souvenirs—the man descends from Crusaders, little as you would think it to look at him. He has also gone in for collecting modern paintings of price—Stevens, Whistler, Bes-nard, Boldini, Lobre, Helleu, etc. Why should a man like this dine night after night in restaurants instead of giving dinners at his villa? You might ask the question of all of them. They would reply that they only do this sort of thing when

Fond of the Razzle.

one's interior and dine in the razzle, as one lives all day in the razzle. So the Castellanes quit their palaces to eat night after night in restaurants. You have heard of the palace of Boni, built with American money. It is copied exactly on the Grand Trianon at Versailles; but because it lacks space around it and because its pink Italian marble looks queer in the low lights of France it has been named the "Trianon de Mortadelle"-"the Bologna Sausage Tria

dent Boni told a joyous story of the old

Special Concert Program.

Then Jean de Castellane had an idea. Pointing to a lawn on the other side of the bay-window, he said: "We will tether a cow there, in full view. When the prince cries 'vache!' we will make it appear he is admiring the cow."

So it was ordered. The cay arrived. The family council was gathered. The cow was tethered. And the old prince was led in blubbering and hiccoughing and

ministration Toward That Republic. Secretary Taft does not believe in conbe able to pay for many years. It is quite possible that part of this debt is unjust and swelled beyond that which would appear just upon arbitration. If so, it ought to be cut down, and this whether it is held by Europeans or Americans.
"Appeal is made to the United States to

distributed as either the treaty shall require, or if it be not confirmed, then as Santo Domingo shall require.

"Some question has been made of the power of the President in the absence of agreement of the Senate to acquiesce in such an arrangement.

arrangement. The arrangement is not a treaty and cannot be called so. On the part of the United States it is assuming no obligation to do anything; it is only rendering assistance to a weaker sister to maintain a status quo, existing at the time of the signing of the treaty, until it shall be determined whether the treaty can be confirmed or not. The United States government is not made to agree to anything, and it is AMUSEMENTS.

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Warning to Guests. From the Paris English and American Gazette.

This notice greets one in a hotel opened